

# 1937 BUGATTI T57 REPLICA



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Every third Saturday of the month, there is a "Cars 'n Coffee" meeting at the duPont Center here in St Petersburg, Florida. Between 3 and 500 cars arrive, mostly before 6 a.m. in the dark, in order to park in serried rows, grab a coffee and the latest "DuPont Collection" magazine, and go browse the other rows of cars and talk to their owners. There's always a good selection of modern Ferraris McLarens, Lamborghinis, Porsches, Rolls Royce and Bentleys, plus a lot of various muscle cars and that obligatory addition to today's shows, several Nissan GT-Rs.





This month's selection, however, had something very different; I had driven my friend Carl and myself up in "Jeremy", my 1953 XK120 Jaguar and, having parked it and looked around, I spotted the unmistakable shape of an XK120 windshield gracing some very beautiful, non XK120 bodywork. Closer examination (see the photos) showed this to be a very well done "homage" to one of Ettore Bugatti's finest cars, the Type 57SC "Atlantic" coupe. I first encountered one of these, the legendary "EXK 6" that Ralph Lauren now owns, in 1966, when I owned my first XK120 FHC Jaguar and had stopped for gas whilst I was living in England. The then owner, Barry Price, then Chairman of the Bugatti Owner's Club, had looked at my 120FHC and remarked, referring to his own Bugatti, "You can see where that came from, can't you?"

So yes, and here I was looking at a magnificent homage to the Type 57S Bugatti, which is a cross between an "Atlantic" and the roadster version, the "Atalanta". The owner/constructor, Dave Miltner, told me that it had taken twenty years to make, had a 3.8 liter twin overhead camshaft Jaguar six cylinder engine (with typically Bugatti squared off camshaft covers), and had a chassis of his own design and fabrication, with front suspension from an XJ6 and rear suspension from an E Type (XKE). The hardtop is detachable; the car weighs about 2800 pounds and is no slouch in traffic.



The more I looked at the shape and detail of this lovely car, the more impressed I was; the "knife edge" tops to the fenders, the mesh covering of the side engine covers, the Marchal headlights, the wood rim steering wheel. For me, nearly all replicas have one or two details which don't flow into the harmonious whole of the original car but, in my opinion, this is one of the very few that does. Well done, Dave, you deserve a medal for this beauty!

If you want something similar, go to: [www.surbaisse.com](http://www.surbaisse.com) and David will sell you a kit. After all his hard won experience in designing and building his own Type 57S, building your own from one of his kits shouldn't take you twenty years!

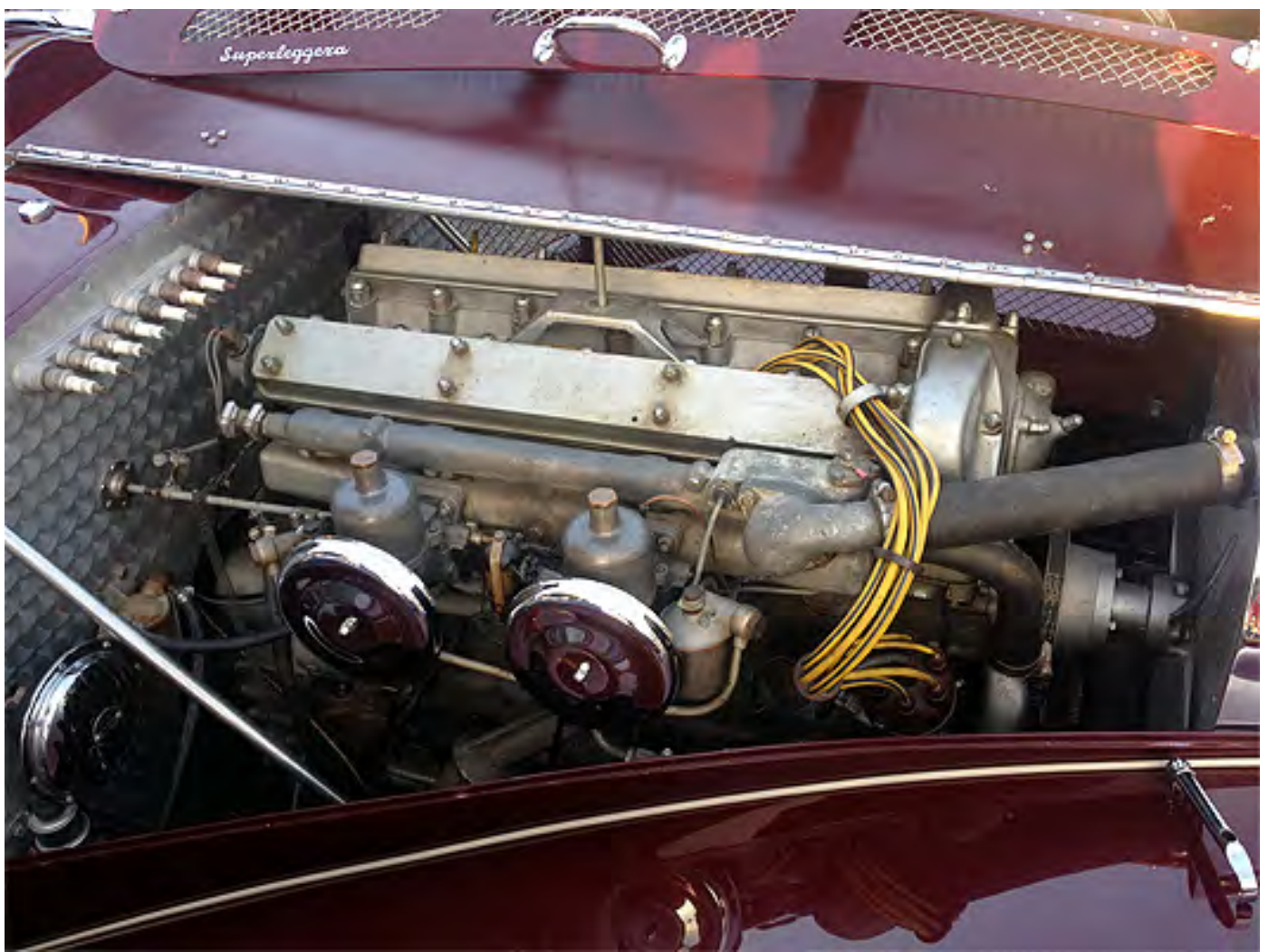




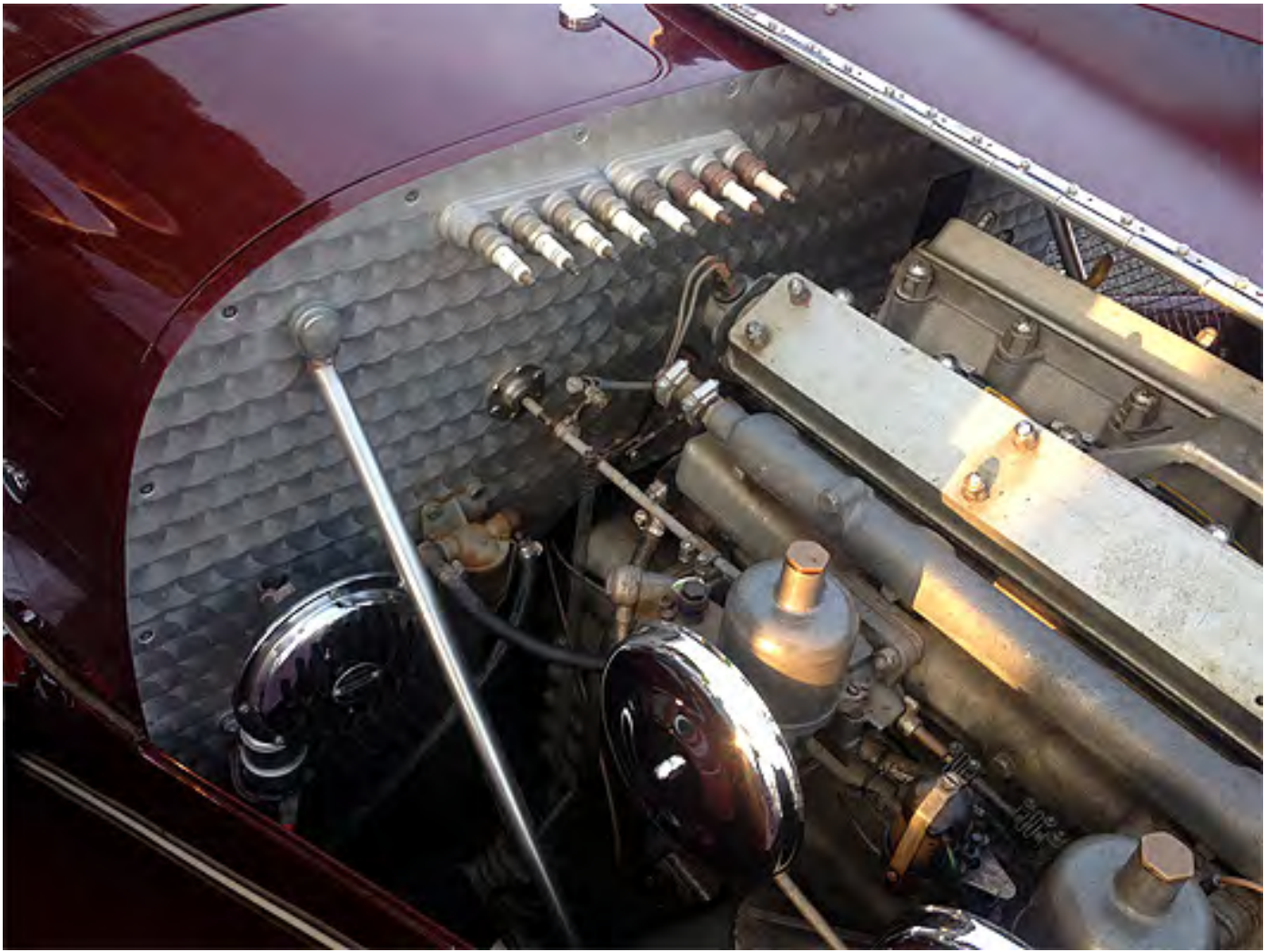






































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